

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee
From: Scott Mathers, MPA, P. Eng.,
Deputy City Manager, Planning and Economic Development
Subject: 1503 Hyde Park Road
Public Participation Meeting
Date: May 30, 2022

Recommendation

That, on the recommendation of the Director, Planning and Development, with respect to the application of 2575707 Ontario Corp. (c/o Business Network Associates) relating to the property located at 1503 Hyde Park Road:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on June 14, 2022 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** a Holding Business District Commercial (h-91*BDC1/BDC2) Zone, **TO** a Holding Business District Commercial Special Provision (h-91*BDC1(_)/BDC2) Zone.
- (b) **IT BEING NOTED** that the following Site Plan matters have been raised through the application review process for consideration by the Site Plan Approval Authority:
 - i) Provide sufficient common outdoor amenity space based on the number of units proposed and/or provide detailed design and program solutions for the area.
 - ii) Review alternative vehicular access arrangements as opposed to the shared vehicular access point with 1435 Hyde Park Road.
 - iii) Consider additional landscaping and use of planters along this section of Hyde Park Road consistent with Urban Design's first submission comments to ensure that planters are aligned parallel to the street with a 0.15m curb to clearly define the clearway.

Executive Summary

Summary of Request

The applicant is requesting to rezone 1503 Hyde Park Road (the "subject lands") to permit an 8-storey, mixed-use apartment building with 130 dwelling units and retail/commercial uses on the ground floor.

Special provisions are requested to permit a reduced residential and non-residential parking rate; a reduced minimum interior and rear yard depth; an increase in the maximum permitted height; a maximum density of 150 units per hectares; and to establish built form standards.

A holding provision is recommended until an overall servicing strategy for adjacent properties to the north (1018 Gainsborough Road) have been approved.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended Zoning By-law amendment is to permit the development of the subject lands for an 8-storey mixed-use apartment building with 130 residential units and 792.5 square metres of retail/commercial space on the ground floor.

Rationale of Recommended Action

1. The recommended amendment is consistent with the Provincial Policy Statement, 2020, which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The PPS directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future;
2. The recommended amendment conforms to the in-force policies of The London Plan, including but not limited to the Key Directions, City Building policies, and the Main Street Place Type policies;
3. The recommended amendment conforms to the policies of the 1989 Official Plan, including but not limited to the Main Street Commercial Corridor designation and is in keeping with the Hyde Park Community Plan and Urban Design Guidelines;
4. The recommended amendment would permit development at an intensity that is appropriate for the site and the surrounding neighbourhood;
5. The recommended amendment facilitates the development of a vacant, underutilized site within the Built-Area Boundary with an appropriate form of development.

Analysis

1.0 Background Information

1.1 Property Description

The subject lands are located on the east side Hyde Park Road, approximately 215 metres south of Gainsborough Road in the Hyde Park Planning District. The immediate surrounding land uses include 3-storey cluster townhouse dwellings to the east, a retail store to the south (Peavey Mart), and undeveloped commercial lands to the north. On the west side of Hyde Park Road are residential uses in the form of single detached dwellings.

Currently, the subject lands are vacant and undeveloped (see figures 1 & 2, below). The subject lands are generally flat in topography with a slight downward slope at the northeast corner of the site. An easement exists on the north edge of the site for a water service line servicing lands to the north.

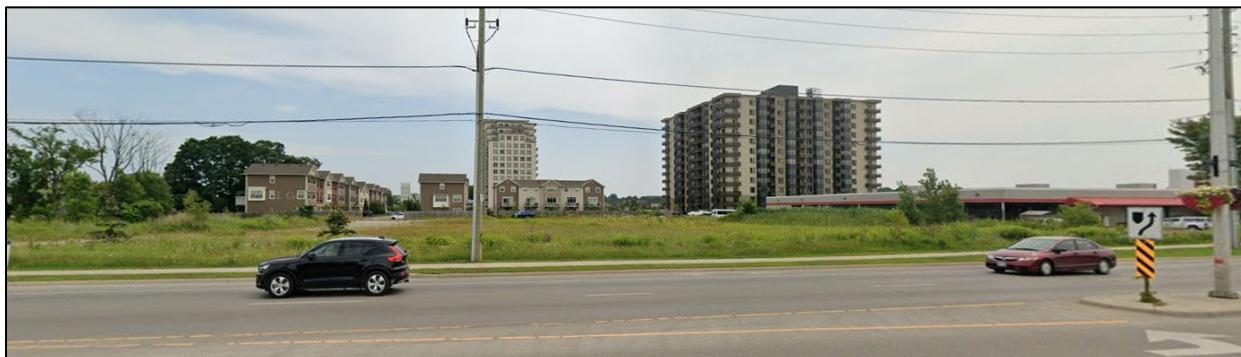


Figure 1. View of the Subject Lands, facing Northeast from Hyde Park Road (August, 2021)



Figure 2. View of the Subject Lands, facing Southeast from Hyde Park Road (November, 2021)

1.2 Planning History

The property known as 1503 Hyde Park Road consisted of a large block of land spanning from Hyde Park Road to Coronation Drive prior to 2007. The original block included the parcels now referred to as 1503 Hyde Park Road and 1020, 1030 & 1040 Coronation Drive which are currently located directly east of the subject lands. Through the Hyde Park Community Plan process, and subsequent 1989 Official Plan Amendment (OPA 193), the lands now referred to as 1503 Hyde Park Road were designated Main Street Commercial Corridor, while the remaining lands (1020, 1030 & 1040 Coronation) were designated Multi-Family, High Density Residential.

1.3 Current Planning Information

- Official Plan Designation – Main Street Commercial Corridor (MSCC) and Multi-Family, High Density Residential (MFHDR)
- The London Plan Place Type – Main Street
- Existing Zoning – Holding Business District Commercial (h-91*BDC1/BDC2)

1.4 Site Characteristics

- Current Land Use – Vacant
- Frontage – 112.7 metres
- Depth – ~80.0 metres
- Area – 9,307.8 square metres (0.93 hectares)
- Shape – Irregular

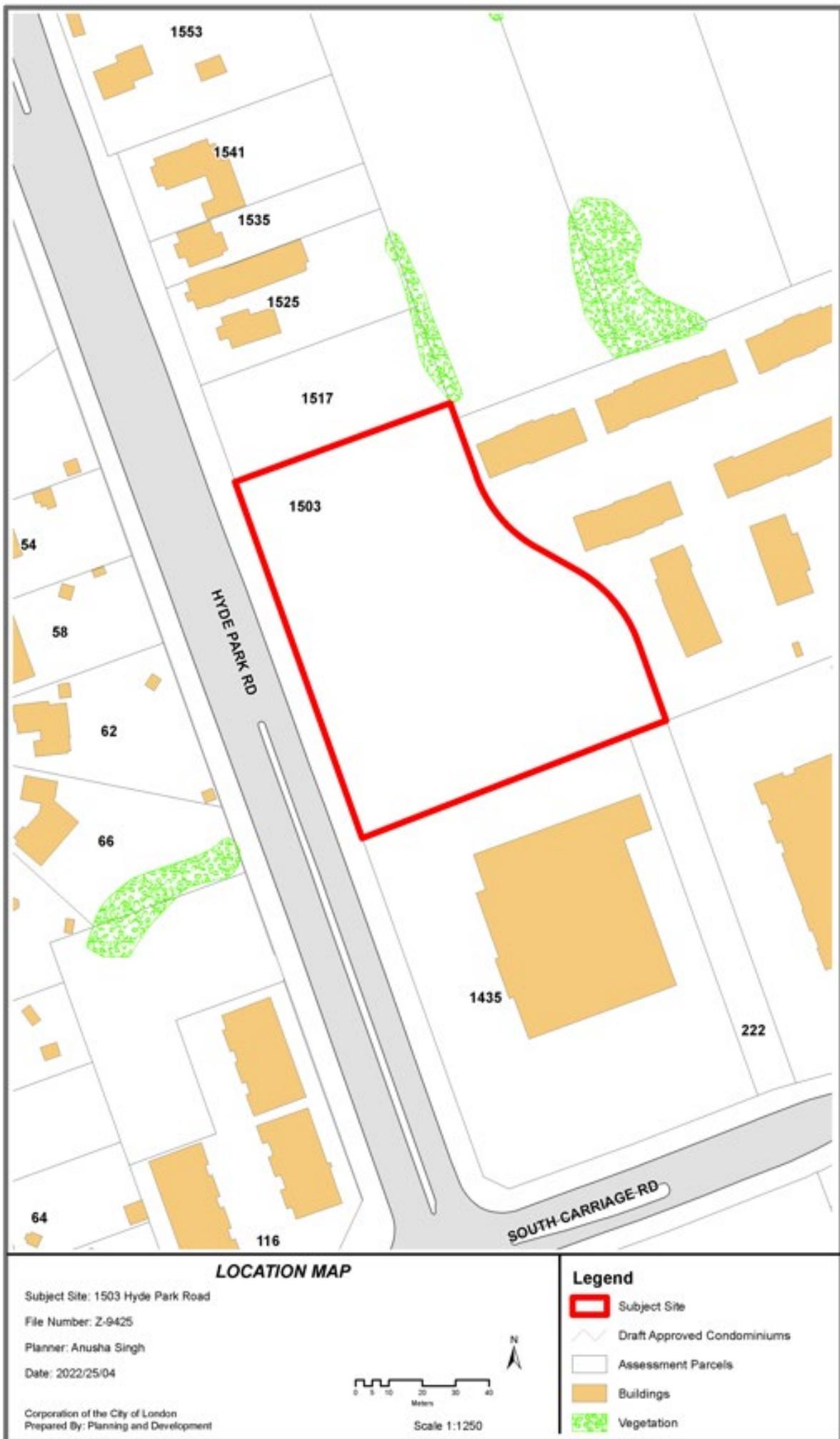
1.5 Surrounding Land Uses

- North – Vacant lands; retail; office
- West – Single detached dwellings
- East – Townhouses
- South – Retail store (Peavey Mart)

1.6 Intensification

The proposed development represents intensification within the Built-Area Boundary through the addition of 130 new residential units. The site is located outside of the Primary Transit Area (PTA).

1.7 Location Map



2.0 Description of Proposal

2.1 Development Proposal

First Submission – October 25, 2021

The proposed 8-storey (27.5 metres) mixed-use apartment building will contain 130 residential dwelling units and a total commercial gross floor area of 782.5 square metres. 123 on-site surface parking spaces are proposed behind the building to serve residential and commercial uses, plus an additional 41 underground parking spaces. Vehicular access to the site is to be provided off of Coronation Drive by a rear access lane flanking the east lot line, which is intended to line up with the existing rear service lane for the planned future redevelopments to the north. A secondary shared right-in right-out vehicular access is proposed from Hyde Park Road via the existing access off the adjacent commercial property to the south (1435 Hyde Park Road). Finally, an east-west pedestrian pathway is proposed to intersect the middle of the site, linking the lands to the east to Hyde Park Road.

A rendering of the proposed development is shown on Figure 3 (below).



Figure 3. Simplified Site Concept Plan (First Submission)



Figure 4. Rendering of the Proposed Development, facing Southeast from Hyde Park Road (First Submission)

Second Submission – February 18, 2022

In response to Urban Design staff comments, the Applicant submitted a revised site concept plan, rendering, and section drawing to staff illustrating the following changes to the proposed building design and location:

First Submission (Oct 25, 2021)	Second Submission (Feb 18, 2022)
Single-story podium	Two-storey podium
A front yard setback of 1.2m for the first 6 floors; step back of 2.0m above the 6 th floor.	A setback of 1.2m for the first two floors (podium), a varying step-back between 2.1m and 4.1m from the podium for the 3rd-6th floors; a consistent step-back of 4.1m from the podium for the 7th and 8th floors
Upper building parapets uniform in height	Upper building parapets have varied in height to again break up the apparent building volume
No windows at building ends	Windows added at building ends
Consistent colouring along podium	Alternative colour has been added to center of building (entrance)
Driveway from Hyde Park Road wholly located over southerly neighbour's property (1435 Hyde Park Road)	Driveway has been adjusted and moved down the center of the property line between the two properties



Figure 5. Revised Rendering of the Proposed Development, facing Northeast from Hyde Park Road (Second Submission)

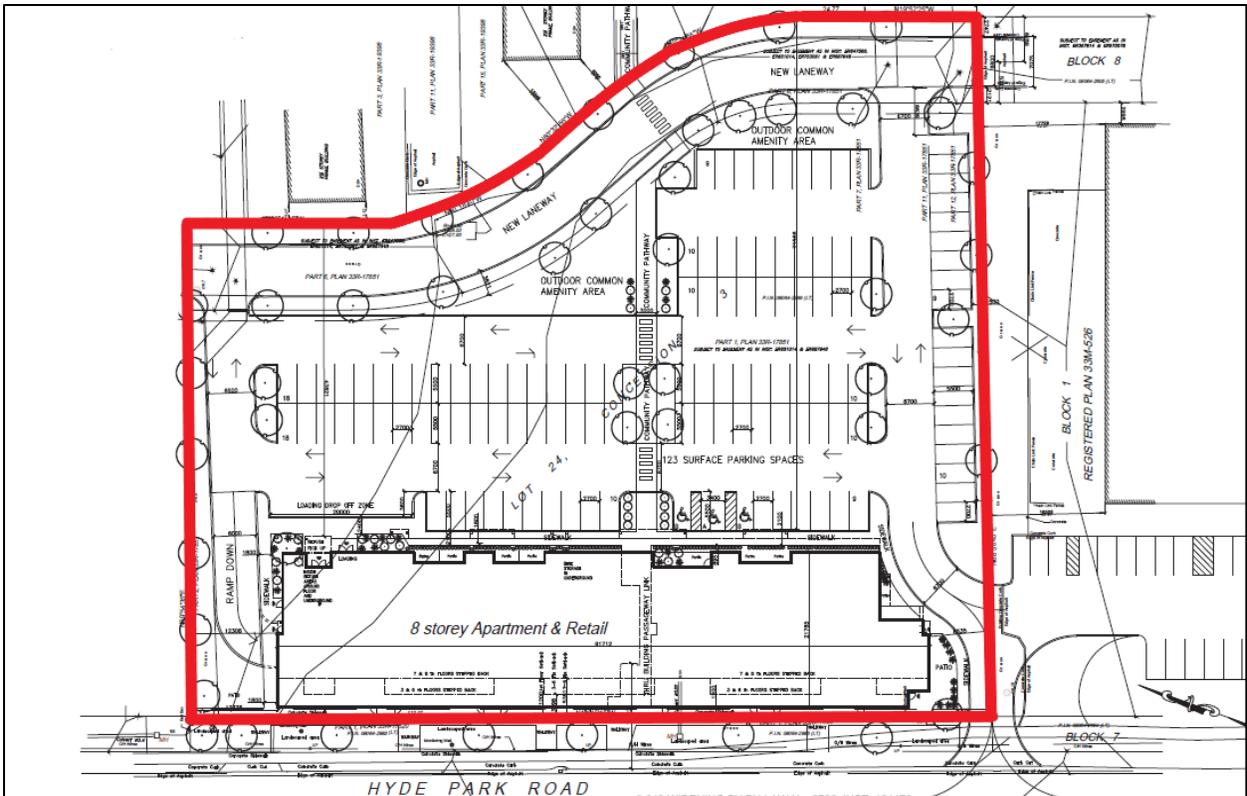


Figure 6. Revised Site Concept Plan (Second Submission)

Third Submission (Final) – March 17, 2022

Following a second meeting with Urban Design staff, the Applicant submitted a third and final submission with an updated rendering showing the following minor building design revisions:

- Lighter colours for the 7th and 8th storeys;
- A simplified/contemporary cornice line (on the 2nd-storey) and roof line.
- Revised setbacks and step-backs from the Hyde Park ROW

No changes were proposed to the site concept plan that was submitted through the second submission.



Figure 7. Revised Rendering of the Proposed Development, facing Northeast from Hyde Park Road (Third Submission)

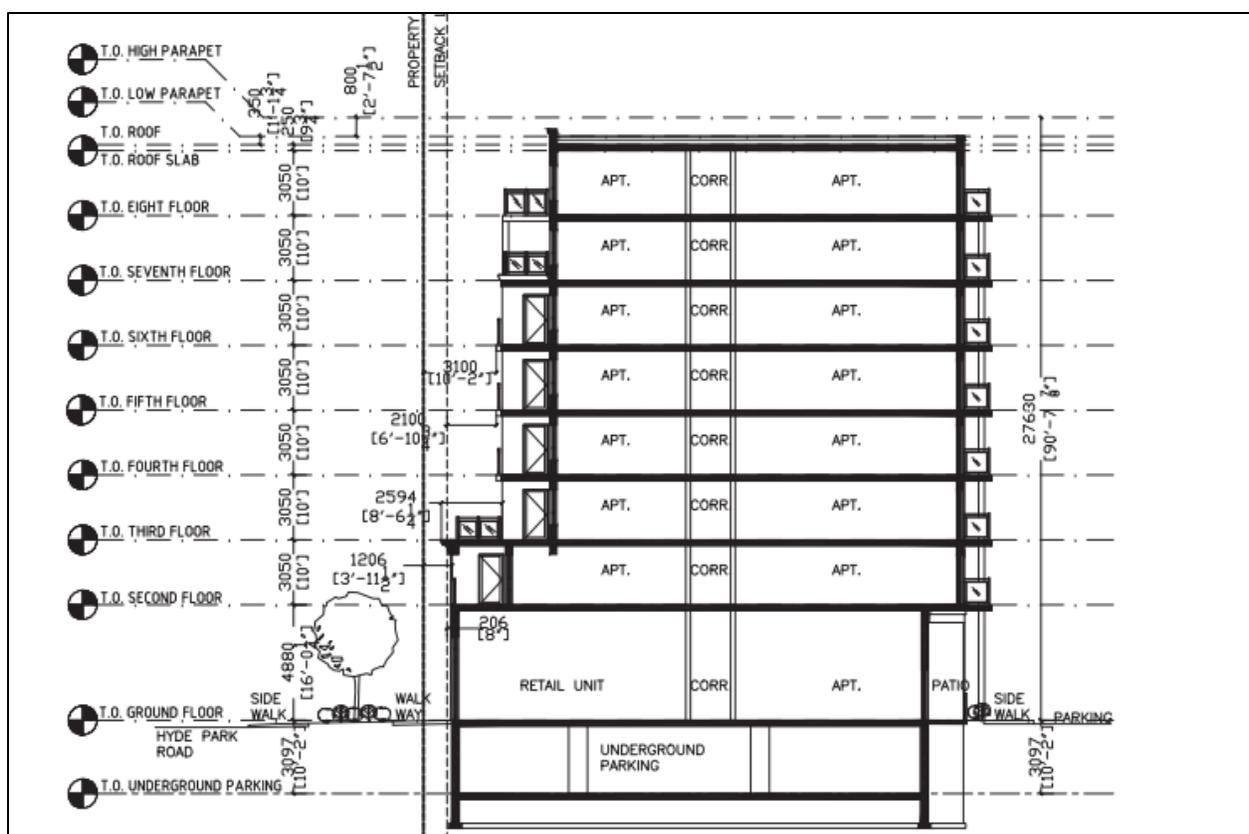


Figure 8. Step-Back and Setbacks from the Hyde Park ROW for the Proposed Development, Section Drawing (Third Submission)

3.0 Relevant Background

3.1 Planning History

No previous planning applications.

3.2 Requested Amendment

The applicant is requesting an amendment to Zoning By-law Z.-1 to change the zoning of the subject lands from a Holding Business District Commercial (h-91*BDC1/BDC2) Zone to a Holding Business District Commercial Special Provision (h-91*BDC1(_)/BDC2) Zone to permit an 8-storey mixed-use apartment building with 130 dwelling units for a total density of 150 units per hectares.

Special provisions are requested to permit:

- a minimum interior and rear yard depth of 1.0m per 1.0m of main building height measured from the lot line abutting a residential zone, whereas a minimum of 3.0m plus 1.2m for each 3.0m of building height above the first 3.0m is required;
- a reduced residential parking rate of 1 space/unit, whereas a minimum of 1.25 spaces/unit is required;
- a reduced non-residential parking rate of 1 space/25m² of gross floor area, whereas a minimum of 1 space/15m² of gross floor area is required;
- a maximum height of 27.5m, whereas a maximum height of 12.0m is permitted;
- a maximum density of 150 units per hectare;
- the minimum width of the ground floor façade facing the lot line shall be greater than or equal to 75% of the measurement of the front lot line;
- and the primary entrance for the residential uses shall be designed and oriented towards Hyde Park Road and the following setbacks and step backs shall be implemented along all portions of the façade facing the front lot line:
 - Setback for 1st and 2nd storeys from the front lot line (min/max): 1.0 metres – 2 metres
 - Step back for the 3rd to 6th storeys (min): 2.0 metres plus the setback established for the 1st and 2nd storeys

- Step back for the 7th and 8th storeys (min): 4.0 metres plus the setback established for the 1st and 2nd storeys.
- Balconies to project 2.1m into the 7 and 8 storey setbacks.

3.3 Community Engagement (see more detail in Appendix A)

Staff received four (4) comments during the public consultation period, which will be addressed under Section 4 of this report. The comments can be summarized as follows:

- Inappropriate building height at this location and impact on the privacy of neighbouring properties to the east and west;
- Concerns about the proximity of the building to Hyde Park Road;
- Insufficient on-site parking; and
- Concerns about accessing the site from Hyde Park Road using a shared internal driveway located on the neighbouring property.

3.4 Policy Context (see more detail in Appendix B)

Provincial Policy Statement, 2020

The *Provincial Policy Statement, 2020* (PPS) provides policy direction on matters of provincial interest related to land use planning and development. In accordance with Section 3 of the Planning Act, all planning decisions “shall be consistent with” the PPS.

Section 1.1 of the PPS encourages healthy, livable and safe communities which are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the province and municipalities over the long term. The PPS directs settlement areas to be the focus of growth and development, further stating that the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities (1.1.3). As well, the PPS directs planning authorities to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area (1.4.1).

The London Plan

The London Plan is the new Official Plan for the City of London (Council adopted, approved by the Ministry with modifications, and the majority of which is in force and effect). The London Plan policies and maps under appeal to the Local Planning Appeals Tribunal (Appeal PL170100) are not in force and effect and are indicated with an asterisk throughout this report. The London Plan policies under appeal are included in this report for informative purposes indicating the intent of City Council, but are not determinative for the purposes of this planning application.

The London Plan provides Key Directions (54_) that must be considered to help the City effectively achieve its vision. These directions give focus and a clear path that will lead to the transformation of London that has been collectively envisioned for 2035. Relevant Key Directions are outlined below, as follows:

Key Direction #5: The London Plan provides direction to build a mixed-use compact city by:

- Planning to achieve a compact, contiguous pattern of growth – looking “inward and upward”;
- Sustaining, enhancing and revitalizing our downtown, main streets, and urban neighbourhoods;
- Planning for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward; and,
- Mixing stores, restaurants, clean industry, live-work arrangements and services in ways that respect the character of neighbourhoods, while enhancing

walkability and generating pedestrian activity (Directions 2, 3, 4 and 6).

Key Direction #7: The London Plan also provides direction to build strong, healthy and attractive neighbourhoods for everyone by:

- Integrating affordable forms of housing in all neighbourhoods (Direction 10).

The subject lands are located within the Main Street Place Type on *Map 1 – Place Types of The London Plan. Main Streets are some of London’s most cherished historical business areas that contain a mix of residential and commercial uses that were initially established to serve surrounding neighbourhoods (903). The London Plan envisions the regeneration of historic Main Streets throughout our city. The important cultural heritage resources of these streets are to be conserved, while allowing for sensitive repurposing, intensification, and infill. These streets will contribute significantly to our image and identity as a city and will support the regeneration and continued vitality of the neighbourhoods that surround them (905). The proposed development aims to fulfil the above noted vision of the Place Type through remaining supportive and complimentary to the historic Main Street hamlet crossroads at Hyde Park and Gainsborough Roads.

The Main Street Place Type also contemplates a broad range of residential, retail, service, office, and institutional uses (908_1). Mixed-use buildings are encouraged, as is the location of retail and service uses at grade, with residential and non-service office uses directed to the rear of buildings and to upper floors (908_).

In addition to the above-noted policies, consideration has been given to the general policies of the Our Strategy, Our City, City Building and Design sections of The London Plan.

Official Plan (1989)

The subject lands are primarily designated Main Street Commercial Corridor (MSCC), with portion at the rear designated Multi-Family, High Density Residential (MFHDR) in accordance with Schedule ‘A’ of the 1989 Official Plan.

The Main Street Commercial Corridor (MSCC) designation is normally applied to long established, pedestrian-oriented shopping areas in the older parts of the City. These corridors are intended to provide for the redevelopment of vacant, underutilized or dilapidated properties for one or more of a broad range of permitted uses at a scale which is compatible with adjacent development while maintaining a similar setback and character to the existing uses (4.4.1.1). The main permitted uses in the Main Street Commercial Corridors (4.4.1.4.) include a wide range of commercial, office, institutional and residential uses created through the development of mixed-use buildings.

Specific policies for the Hyde Park Community Planning Area state the long-term intent is to foster and encourage the development of a pedestrian/street oriented commercial area for Hyde Park and indicate new development should be designed and approved consistent with the design guidelines in the Hyde Park Community Plan (3.5.12 and 4.4.1.13.4).

Hyde Park Community Plan and Urban Design Guidelines (2001)

The subject lands are identified as being in the Hyde Park Hamlet Area within the Hyde Park Community Plan. The Community Plan supports the transformation of the existing mix of auto-oriented and pedestrian-oriented commercial uses in the Hyde Park hamlet to a commercial “village” with the creation of a pedestrian scale commercial focal point. The Urban Design Guidelines identify the hamlet of Hyde Park as a high activity area that will feature streetscaping and building orientation to create a pedestrian friendly, mixed-use area where people can live, work and shop (2.0). The Urban Design Guidelines encourage the location of buildings close to the street with parking located at the side or rear, as well as the creation of new streets/lanes and interconnected parking lots behind commercial buildings to reduce traffic congestion (6.1). Building design elements should be scaled appropriately to animate the street and create a consistent edge, while providing for variety, irregularity, and uniqueness in location and design

(Section 6.0)

Zoning By-law Z.-1

The subject lands are currently zoned holding Business District Commercial (h-91*BDC1/BDC2). The BDC Zone is typically applied to corridors with a main street character and provides for and regulates a mix of retail, restaurant, neighbourhood facility, office and residential uses. The h-91 holding provision requires that a site plan be approved, and a development agreement be entered into which incorporates urban design concepts established through the Zoning amendment review process.

4.0 Key Issues and Considerations

4.1 – Issue and Consideration # 1: Use

Provincial Policy Statement, 2020

The PPS encourages an appropriate affordable and market-based range and mix of residential types, including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons to meet long-term needs (1.1.1b)). The PPS also promotes the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (1.1.1e)).

The PPS directs settlement areas to be the focus of growth and development whilst promoting their vitality and regeneration (1.1.3). Land use patterns within settlement areas shall be based on densities and a mix of land uses which: efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; minimize negative impacts to air quality and climate change, and promote energy efficiency; prepare for the impacts of a changing climate; support active transportation and are transit-supportive, where transit is planned, exists or may be developed (1.1.3.2). Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment (1.1.3.2).

The London Plan

The subject site is within the Main Street Place Type which allows for a broad range of residential, retail, service and office uses. Mixed-use buildings are encouraged, as is the location of retail and service uses at grade, with residential and non-service office uses directed to the rear of buildings and to upper floors (908_).

1989 Official Plan

The Main Street Commercial Corridor designation permits a wide range of retail/commercial uses along with residential uses created through the conversion of existing buildings, or through the development of mixed-use buildings where residential uses are permitted above the first floor (Section 4.4.1.4).

Chapter 19 of the Official Plan states that the boundaries between land use designations as shown on Schedule "A" - the Land Use Map, are not intended to be rigid, except where they coincide with physical features such as streets, railways, rivers or streams (19.1.1i)). Council may permit minor departures from such boundaries if it is of the opinion that the general intent of the Plan is maintained, and that the departure is advisable and reasonable (19.1.1i).

As there are no physical boundaries between the existing MSCC and MFHDR designations, it is recommended that Council interpret the site to be designated MSCC in its entirety. The proposed development has been designed in a manner that is

appropriate and sympathetic to the neighbouring properties to the east, with the mixed-use apartment building fronting onto Hyde Park Road and parking and an access lane located at the rear. Planning staff are satisfied that the proposed boundary interpretation meets the general intent of the Plan and is advisable and reasonable.

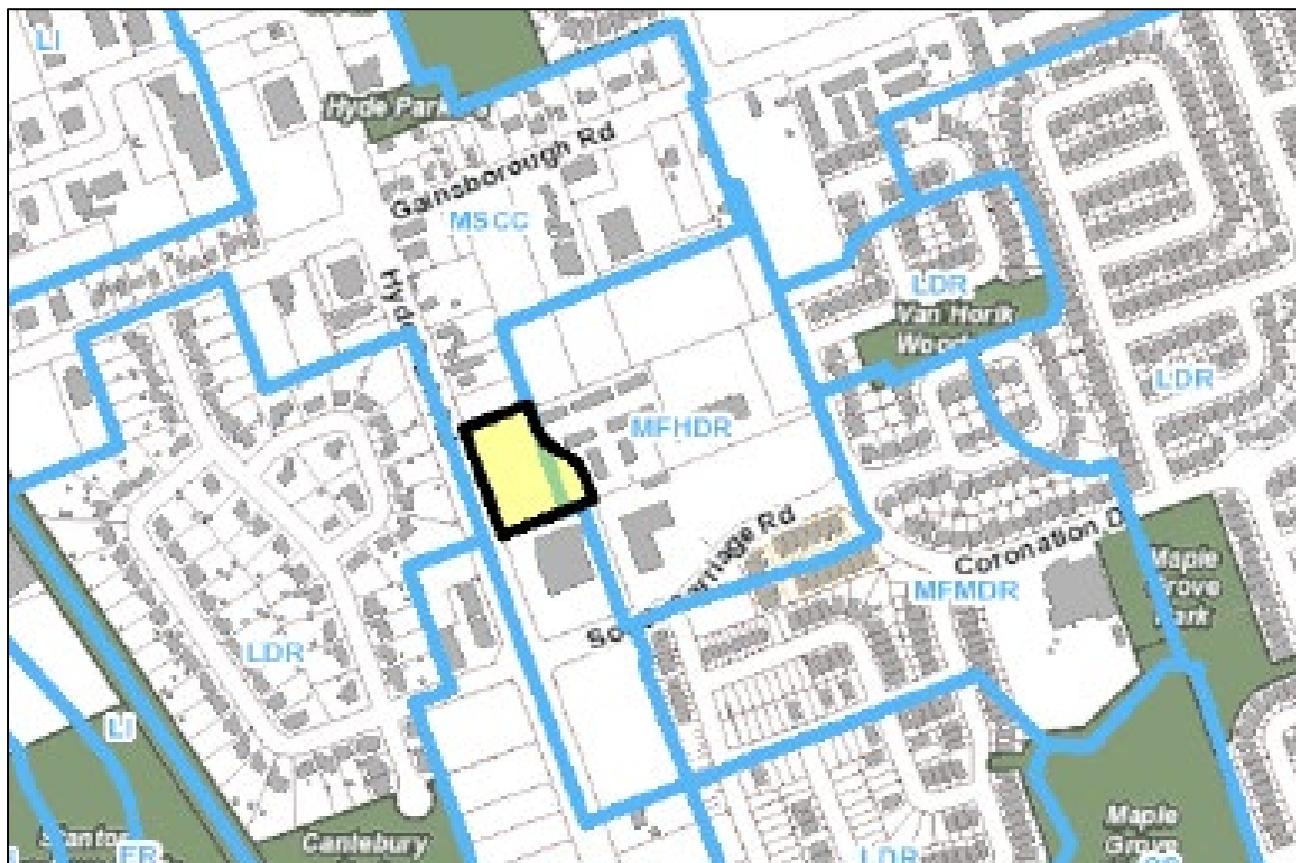


Figure 9: 1989 Official Plan Designations for 1503 Hyde Park Road (shows MSCC designation and small portion of MFHDR designation)

Analysis:

Consistent with the PPS and conforming to the intent of the 1989 Official Plan and The London Plan, the recommended mixed-use apartment building will provide for the development of an underutilized site with a land use that is currently permitted and compatible with the surrounding lands at an intensity and height that is suitable for its location within the Hyde Park Village. Moderately intensive development at this location is also considered appropriate as the mixed-use residential/commercial building will take advantage of the surrounding resources, infrastructure, public service facilities, and will be transit supportive. The proposed 8-storey mixed-use building contributes to a mix of housing types and provides choice and diversity in housing options for both current and future residents.

The proposed development will help set a positive tone and encourage additional investment within the main street areas of the Hyde Park Community while maintaining an appropriate land use pattern within a settlement area.

4.2 – Issue and Consideration #2: Intensity

Provincial Policy Statement, 2020

The policies of the PPS direct planning authorities to identify appropriate locations and promote opportunities for transit-supportive development and accommodating a significant supply and range of housing options through intensification and redevelopment where it can be accommodated. The PPS also takes into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs (1.1.3.3) and is supportive of development standards which facilitate intensification, redevelopment, and compact form (1.1.3.4). Planning authorities are further directed to permit and facilitate all housing options required to meet the social,

health, economic and well-being requirements of current and future residents as well as all types of residential intensification, including additional residential units and redevelopment (1.4.3b)). Densities for new housing which efficiently use land, resources, infrastructure, public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed, are promoted by the PPS (1.4.3d)).

The London Plan

Although The London Plan does not limit densities as part of the policy framework it does include criteria for the development of more intensive land uses. The Main Street Place Type ensures that buildings are designed to fit in scale and character with the surrounding streetscape, while allowing for appropriate infill and redevelopment. Buildings will be a minimum of either two storeys or eight metres in height and will not exceed four storeys in height. Type 2 Bonus Zoning beyond this limit, up to six storeys, may be permitted. Individual buildings will not contain any more than 2,000m² of office space (910_).

While the proposed 8 storey mixed-use apartment building does not conform to the maximum height limitations, with bonusing, in the Main Street Place Type it has been noted that these policies are informative but are not determinative and cannot be relied on for the review of the requested amendment as the policy framework for this site is in a period of transition between the 1989 Official Plan and The London Plan.

Despite The London Plan policies not being in force and effect, the proposed development is considered to implement the planned vision of the Main Street Place Type that aims to help establish an appropriate form and scale of development while complementing the character of the area.

1989 Official Plan

The scale of development (Section 4.4.1.7.) is also important in the Main Street Commercial Corridor when redeveloping or infilling commercial uses. The corridor aims to maintain a setback and orientation that is consistent with adjacent uses. Residential densities within the corridor should be consistent with densities allowed in the Multi-Family, High Density and Medium Density Residential designations. Excluding provisions for bonusing, net residential densities within the Multi-family, High Density Residential designation will normally be 150 units per hectare (100 units per acre) when located outside of the Downtown and Central London (Section 3.4.3.). Specific heights are not established by the Official Plan policies, but policies addressing large sites outside of the Downtown and Central London area provide some guidance by indicating high-rise structures shall be oriented, where possible, closest to activity nodes and points of high accessibility with building heights decreasing as the distance from an activity node increases (Section 3.4.3).

Analysis:

The currently underutilized lands at 1503 Hyde Park Road have access to full municipal services and are a part of the central node for the Hyde Park Village which is identified through Official Plan policy as an area for mixed-use development and residential intensification. The property lies within a broader area characterized by a mix of various housing forms ranging from single detached dwellings to low and high-rise apartment buildings. The subject lands are of a size to accommodate a significant development and provide a built form that responds to the existing and planned context. The proposed intensity will efficiently use land, resources, the surrounding infrastructure, and public services facilities where they exist or will be developed.

Although the proposed 8-storey building (27.5 metres) is greater than the maximum permitted height in The London Plan, Planning staff are satisfied that the proposed increase in height is in keeping with the direction of the 1989 Official Plan and will not result in any significant privacy or shadowing impacts on the neighbouring properties to the east and west given the proposed built form and location of the building (note: an in-

depth analysis of the proposed built form will be provided in the following section below).



Figure 10. Sun/Shadow Study – Summer & Winter Solstice

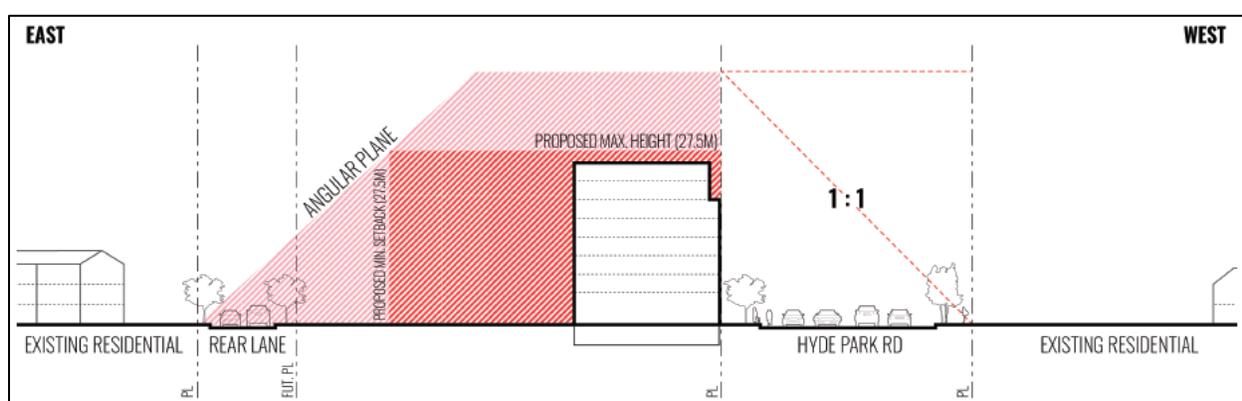


Figure 11. East-West Section Diagram

A sun/shadow study prepared by ACI Wright Architects Inc. was submitted in support of the application forecasting potential shadows on the surrounding area. Apart from the winter solstice when shadows are at their largest and longest, the shadows associated with the proposed development are contained on-site for most of the day (see Figure 10, above). Figure 10 shows that although shadowing on the neighbouring property to the north will be present around 8am during the winter solstice, by 10am and through to the rest of the day, the proposed building will not cause any significant shadowing impacts on neighbouring properties and any impact that is generated in this regard can be considered minor in nature based on images shown above.

Furthermore, a significantly enhanced rear yard depth ranging between 43 metres to 71 metres (as captured in the proposed site-specific special provisions) ensures that any adverse impacts on the east abutting cluster townhouses are minimized and that the scale of development fits with the surrounding neighbourhood. As illustrated by the east-west section diagram prepared by the Applicant (Figure 11, above), all components of the proposed building have been designed to be well within a 45-degree angular plane measured from the shared lot line with the adjacent cluster townhouse development to provide for a gradual transition in building height over the rear yard depth or distance. In addition to the enhanced rear yard depth, the proposed development exceeds the required minimum yard depth of 0 metres for properties abutting a non-residential zone under the existing BDC1/BDC2 Zone, with a proposed north and south interior side yard depth of approximately 8.0 metres and 12.0 metres, respectively.

The subject lands are sufficiently sized to accommodate all necessary site functions such as parking facilities, loading, garbage, and snow storage. Private outdoor amenity space in the form of balconies is proposed for each unit, as well as a common outdoor amenity area flanking the rear access lane.

Further, the proposed density of 150 units per hectare is in keeping with the newer, approved developments, in the immediate surrounding area (such as 1018 and 1028 Gainsborough Road and 1634-1656 Hyde Park Road). The subject lands are also directly serviced by bus route 19 along Hyde Park Road, as well as separated north-south bike lanes. Finally, the proposed mixed-use apartment building will contribute to a mix of housing types and provide choice and diversity in housing options for both current and future residents.

The proposed development is of a suitable intensity for the site and is consistent with the PPS and the in-force policies of the City's Official Plans.

4.3 – Issue and Consideration #3: Building Form and Location

Provincial Policy Statement, 2020

The PPS is supportive of development standards which facilitate intensification, redevelopment, and compact form (1.1.3.4). The PPS also identifies that long term economic prosperity should be supported by encouraging a sense of place by promoting a well-designed built form, and by conserving features that help define character (1.7.1 e)).

The London Plan

The London Plan encourages compact forms of development as a means of planning and managing for growth (7_ 66_) and encourages growing “inward and upward” to achieve compact forms of development (59_ 2; 79_). As well, all planning and development applications are to conform to the City Design policies of The London Plan (911_1).

The Main Street Place Type ensures that new developments are well-designed and integrated with the character and design of the associated Main Street (911_2). Developments should place a priority on the pedestrian experience and public realm through site layout, building location, and design (911_5). Buildings should be located at or along the front property line in order to create a street wall that sets the context for a comfortable pedestrian environment, and surface parking will be located at the rear of interior side yard of a building (911_4; 911_9).

1989 Official Plan

The main planning objectives of the MSCC designation are to ensure that when implementing its broad range of permitted uses, the scale, setback, and character of new development is compatible with adjacent development (4.4.1.1. i)). In order to achieve these objectives, the MSCC has specific urban design objectives to help develop these corridors appropriately. These policies include encouraging the rehabilitation and renewal of MSCCs and the enhancement of any distinctive functional or visual characteristics; enhancing the pedestrian nature of MSCCs by providing for high quality façade design, accessible and walkable sidewalks, street furniture, and proper lighting; and encouraging transit-oriented development (4.4.1.2.). MSCCs shall be developed and maintained in accordance with the urban design guidelines in Chapter 11, the Commercial Urban Design Guidelines and specific policy areas (4.4.1.9).

Analysis:

Consistent with the PPS, the proposed intensification of the subject lands will optimize the use of land and public investment in infrastructure within a developed area of the

City and would contribute to achieving more compact and efficient forms of growth and development.

The proposed development has been evaluated from a form-based perspective and found to be compatible and a good fit with the surrounding neighbourhood context. The following is a detailed analysis of the site and building design:

- **Building Orientation and Location:** The proposed building is sited with minimal setbacks from Hyde Park Road, creating a strong street wall and setting the context for a comfortable pedestrian environment. Planning staff are requesting a special provision be included to permit a minimum/maximum front yard depth of 1.0 metres (minimum) to 2.0 metres (maximum) to ensure that sufficient space is provided to account for door swings and awnings. The main building entrance and individual entrances for the retail/commercial units will front directly onto the right-of-way, animating the streetscape. As noted above, the proposed rear (east) and interior side yard depths far exceed the minimum yard depth requirements in the BDC1/BDC2 Zone variations to ensure that ample space is provided between the proposed building and the existing townhouses to the east, and the office/commercial uses to the north and south. The proposed building is also contained within a 45-degree angular plane (1:1 ratio) from the right-of-way and from the rear lot line, ensuring that shadows and overlook onto the low-density residential neighbours to the east and west are minimized.

Safety concerns have been brought up by members of the public as a result of the reduced front yard setback. In order to adequately address these, it is recommended that the applicant consider additional landscaping and use of planters along this section of Hyde Park Road consistent with Urban Design's first submission comments to ensure that planters are aligned parallel to the street with a 0.15m curb to clearly define the clearway.

- **Parking and Vehicular Access:** Both surface and underground parking are proposed as part of this application, with surface parking being located at the rear of the building to limit visual impacts of the parking lot on Hyde Park Road. The location of the ramp to the underground parking is located on the north side of the building, providing greater separation between the proposed building and the commercial uses to the north. The primary vehicular access to and from the site is proposed at the rear and is intended to align with the existing service lane off of South Carriage Road. A secondary driveway access off of Hyde Park Road is proposed which is to be partially located over the neighbouring property to the south (1435 Hyde Park Road). Additional comments with respect to the proposed parking reduction and shared vehicular access is provided under sections 4.3 and 4.4 below.
- **Built Form and Design:** To enhance the pedestrian nature of the Main Street, the Applicant initially proposed a special provision to establish a minimum step-back of 2.0m above the 6th storey. A special provision is also proposed to establish a minimum ground floor façade width of 75% the measurement of the lot frontage. The site design includes an east-west pedestrian pathway that bisects the subject lands, connecting the sidewalk along Hyde Park Road to the internal pedestrian pathway leading to Coronation Drive.

Following their review of the Applicant's first submission, Urban Design staff and the Urban Design Peer Review Panel (UDPRP) provided comments highlighting several key areas for improvement to ensure that a more appropriately scaled built form was achieved, as summarized below:

- Break down the massing and length of the upper levels of the building;
- Improve streetscape presence in the design of the lower floors and provide sufficient step-backs from Hyde Park Road;
- Improve the pedestrian circulation from the streets and around the building and provide enhanced landscaping and variation in paving materials to reinforce the pedestrian thoroughfare;
- Reduce the gap in the street wall created by the setback from the underground parking garage access;

- Consider allocating additional space along the Hyde Park facade to outdoor patios and/or amenity areas;
- Provide a landscape/hardscape treatment that is consistent with other recently approved developments in the area.

The Applicant met with Planning and Urban Design staff on two separate occasions to develop and provide for a more appropriate design solution. Revised drawings were submitted to staff on February 18, 2022, and on March 17, 2022 with the following changes:

- The ground floor and second floor were unified as one distinctive podium by moving the lower cornice to the 2nd floor from 1st floor and making windows similar between both floors;
- The upper building parapets were varied in height to break up the length of the roofline and building volume;
- The use of step-backs at various elevations were provided in order to provide interest and break up the massing of the building. More specifically, the first two floors were setback from the Hyde Park Road right-of-way with a 1.0m minimum and a 2.0 metre maximum setback, the third to sixth floors had a step-back of 2.0 metres plus the setback established for the first and second floors, and the seventh and eighth floors had a step-back of 4.0 metres plus the setback established for the first and second floors;
- An alternative colour was added to the centre of building to break up the overall building volume, while also creating a focal point for the apartment entrance and pedestrian link.
- Balconies were permitted to project 2.1m into the 7 and 8 storey setbacks

With respect to outdoor patio space, the Applicant is proposing patio spaces at the north and south ends of the building. With respect to the proposed 12.0m street wall gap created by the setback from the underground parking garage ramp, the Applicant has expressed challenges with re-locating the ramp due to the existing servicing easement at the rear of the property. However, the proposed special provision to establish a minimum ground floor façade width relative to the lot frontage is intended to provide for an appropriate built edge along Hyde Park Road. Suggestions regarding improvements to the landscape/hardscape treatments and pedestrian circulation are to be incorporated into the recommendation as matters to be considered in greater detail through the Site Plan review process.

Planning and Urban Design staff are satisfied that their concerns have been appropriately addressed through the above-noted changes and the proposed step-backs are to be “locked-in” as part of this amendment through the use of special provisions. Overall, City staff are of the opinion that the proposed mixed-residential development is appropriate and sensitive to the abutting lands and provides a form of compatibility that aligns with the design, density, height, and scale of the adjacent land uses and surrounding neighbourhood. The Applicant is commended for incorporating a built form that establishes a built edge along Hyde Park Road; active ground floor commercial/retail units with individual entrances facing the street; a pedestrian connection through the building that connects the walkway between Coronation Drive and Hyde Park Road; an appropriate transition to single family homes towards the east; and locating the majority of parking underground and internal to the site away from the public street frontage. City staff will continue to work with the Applicant at the Site Plan stage to incorporate appropriate building and site design features in the final approved drawings and development agreement.

4.3 – Issue and Consideration #3: Parking Reduction

The proposed development will provide a total of 164 parking spaces to serve the residential use and to serve the retail/restaurant uses. The 130 residential parking

spaces are equivalent to a parking rate of 1.0 space/unit, whereas the minimum parking rate requirement is 1.25 spaces/unit in the Zoning By-law. A reduced minimum parking rate for all permitted non-residential uses of 1/25² is also proposed, or the equivalent of 34 parking spaces based on a non-residential gross floor area of 782m².

The Applicant has indicated that restaurant and retail uses are proposed on the ground floor. Under the existing Zoning By-law, restaurant uses have the most onerous minimum parking rate of 1/10 m².

Transportation Planning and Design staff requested a Parking Reduction Study be provided by the applicant to justify and demonstrate that the requested parking reduction would not create adverse impacts. The Parking Study provided to City staff study found that the requested reduced parking rate is within the value range of the parking requirements sampled from other similar approved developments in the surrounding area (1674 Hyde Park Road, 1600/1622 Hyde Park Road, and 1076 Gainsborough Road). The Study indicated that upon review of the Institute of Transportation Engineers (ITE) rates for the commercial and residential uses, the proposed parking supply is expected to be adequate. Finally, it should also be noted that the site is directly serviced by London Transit Route 19 'Downtown – Stoney Creek' with an existing transit stop located adjacent to the Peavey Mart and at the intersection of Hyde Park Road with South Carriage Road. Development Services staff are of the opinion that the reduced parking rate is a common and acceptable modern standard for sites located on higher-order streets and is in keeping with recent development approvals within the Hyde Park Village.

4.4 – Issue and Consideration #4: Vehicular Access & Traffic

The proposed development includes a shared driveway, partially located over the neighbouring property to the south (1435 Hyde Park Road), which is intended to serve as a secondary access to the subject lands from Hyde Park Road. The neighbouring property owner to the south has reached out to City staff on numerous occasions expressing concerns about the proposed shared driveway. There is an existing development agreement registered on title for the lands at 1435 Hyde Park Road (ER411018), which includes a clause stating that “the Owner shall enter into an agreement with the owner of the lands abutting to the north (1503 Hyde Park Road) at such time as those lands develop to provide for the joint use of common internal driveways, as required”.

Planning staff have corresponded with the concerned neighbour noting that matters related to the site layout, including access design and location, will be addressed at the future Site Plan review stage. The Applicant is encouraged to continue engaging in discussion with the neighbouring property owner to come to an agreeable solution for both parties. Site Plan Approval will not be issued until such time that the Applicant can demonstrate that appropriate access to the site can be provided.

With respect to traffic, a Transportation Impact Assessment prepared by Crozier & Associates Inc. was submitted in support of the current application. The findings in the assessment indicate that the proposed development is expected to have a negligible impact on the surrounding road network, with movements continuing to operate under capacity during all peak hours in 2026 future background traffic conditions. Transportation staff did not express any concerns with respect to the proposed access to the site from Hyde Park Road.

4.5 – Issue and Consideration #5: Holding Provision – Servicing

Should a municipal storm and sanitary sewer be located over the rear access lane to service properties on Gainsborough Road, combined services easements would be required at the time of the Site Plan review process and confirmed with Geomatics.

Although an outlet for the site currently exists, a holding provision is being recommended as part of this application until an overall servicing strategy for adjacent properties has been approved. The Applicant has been advised to contact the owners of 1018 Gainsborough Road to coordinate design and construction for servicing through the rear access lane.

5.0 Conclusion

The requested amendment to permit an 8-storey mixed residential/commercial development is consistent with the Provincial Policy Statement, 2020 and conforms to the in-force policies of The London Plan, including but not limited to the Key Directions, City Building policies, and the Main Street Place Type. The recommended amendment is in conformity with the policies of the 1989 Official Plan, including but not limited to the Main Street Commercial Corridor designation. The recommended amendment will facilitate the development of an underutilized vacant site located within the Built-Area Boundary with a land use, intensity, and form that is appropriate for the site and compatible with the surrounding context, and in keeping with the Hyde Park Community Plan and Urban Design Guidelines.

Prepared by: Anusha Singh
Planner I

Reviewed by: Mike Corby, MCIP, RPP
Manager, Planning Implementation

Recommended by: Gregg Barrett, AICP
Director, Planning and Development

Submitted by: Scott Mathers, MPA, P. Eng.
Deputy City Manager, Planning and Economic
Development

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2022

By-law No. Z.-1-22_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 1503 Hyde Park Road.

WHEREAS 2575707 Ontario Corp. (c/o Business Network Associates) has applied to rezone an area of land located at 1503 Hyde Park Road, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1503 Hyde Park Road, as shown on the attached map comprising part of Key Map No. A101, from a holding Business District Commercial (h-91*BDC1/BDC2) Zone to a holding Business District Commercial Special Provision (h-91*BDC1(_)/BDC2(_)) Zone. Section 25.3 of the Business District Commercial (BDC) Zone is amended by adding the following Special Provisions:

h-91*BDC1(_)/BDC2 1503 Hyde Park Road

- | | | |
|----|--|---|
| a) | Regulations | |
| | <ul style="list-style-type: none">• Parking Standard for Apartment Buildings (Minimum)• Parking Standard (Minimum)• Density (Maximum)• Height (Maximum)• Rear and Interior Side Yard Depth (Minimum)• Front Yard Setback (1st and 2nd storeys)• Step-backs | <ul style="list-style-type: none">1 space per unit1 per 25 square metres150 units per hectare8-storeys or 27.5 metres1.0 metre per 1.0 metre of main building height, measured from the lot line abutting a residential zone1.0m (min) 2.0m (max)Step back for the 3rd to 6th storeys (min): 2.0 metres plus the setback established for the 1st and 2nd storeys.Step back for the 7th and 8th storeys (min): 4.0 metres plus the setback established for the 1st and 2nd storeys. |

Balconies may be permitted to project 2.1m into the required 7 and 8 storey setbacks.

- The primary entrance for the residential uses shall be designated and oriented towards Hyde Park Road;
- The minimum width of the ground floor façade facing the front lot line shall be greater than or equal to 75% of the measurement of the front lot front line.

The inclusion in this By-law of imperial measure along with metric measure is for the purpose of convenience only and the metric measure governs in case of any discrepancy between the two measures.

This By-law shall come into force and be deemed to come into force in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

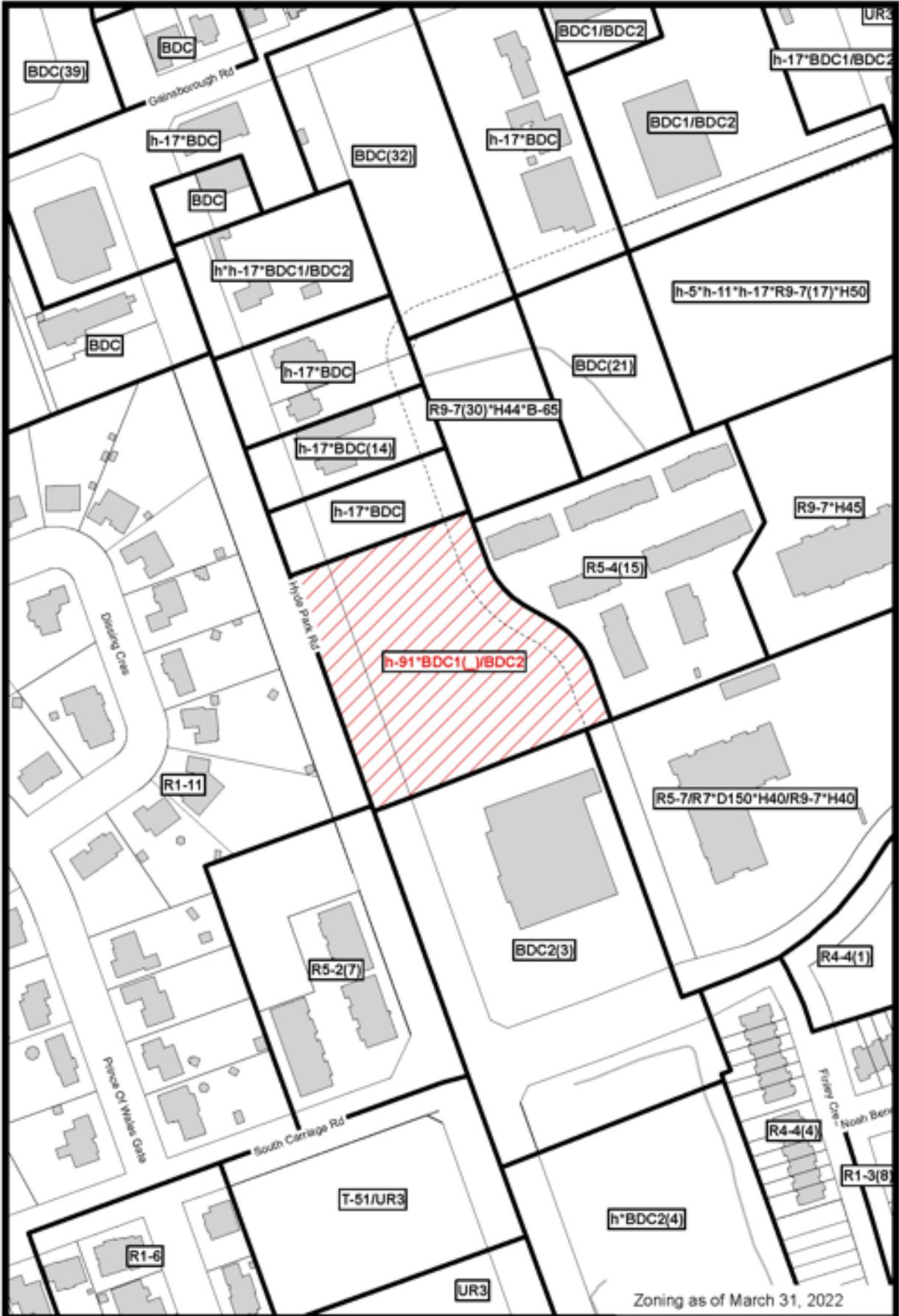
PASSED in Open Council on June 14, 2022

Ed Holder
Mayor

Michael Schulthess
City Clerk

First Reading – June 14, 2022
Second Reading – June 14, 2022
Third Reading – June 14, 2022

AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)



File Number: Z-9425

Planner: AS

Date Prepared: 2022/04/25

Technician: ZZ

By-Law No: Z.-1-

SUBJECT SITE 

1:2,127

0 10 20 40 60 80 Meters



Appendix B – Public Engagement

Community Engagement

Public liaison: On November 4, 2021, Notice of Application was sent to all property owners with 120 m of the property. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on November 11, 2021. A “Planning Application” sign was also posted on the site.

Nature of Liaison: The purpose and effect of this zoning change is to permit an 8-storey (27.5 metres) mixed-use building with 130 dwelling units and 782.5m² of commercial gross floor area on the ground floor. Possible change to Zoning By-law Z.-1 **FROM** a holding Business District Commercial (h-91*BDC1/BDC2) Zone **TO** a holding Business District Commercial Special Provision (h-91*BDC1(□)/BDC2) Zone. Special provisions are required to permit a reduced rear and interior side yard depth; reduced residential and commercial parking rate; increased height; a density of 150 units per hectare; and to establish additional built form standards.

Responses: Four (4) comments were received (see below).

Dear Josh Morgan,

I have reviewed and studied the building proposal as made available by the developer at 1503 Hyde Park Road.
www.six-ik.ca/1503hp

I have some serious concerns regarding the placement of the proposed building so close to the sidewalk on Hyde Park Road. I’m hoping you can take to time to review it thoroughly as well.

After having studied the proposal and architectural renderings I have several objections.

1) The building is much to close to busy 4 lane Hyde Park Road (right next to the sidewalk). First off: who would want to live in an apartment so close to a high-speed noisy road (I know I certainly wouldn’t). Secondly it makes for an oddly disproportionate street scape. Other buildings such as Peavey mart are set rightly much further back away from the road. Placing an 8 story building so far forward (entirely in front of where The Peavey maart building starts) makes it jut out and visually domineering. This is disruptive to the visual flow as seen when driving up or down Hyde Park Road. There is no reasoning given for placing it so far forward while having plenty of space behind the building to place it into the center of the building lot. Placing it so far forward also takes away all privacy the residents of the single family homes on the west side of Hyde Park road have. There would be little infringement on anyones privacy if the building were placed further towards the middle of the building lot.

2) There is not nearly enough parking. Bike racks do not compensate for lack of parking in the wintertime whatsoever. Most Canadians use their bikes recreationally and not for going to work or shopping. Most residents will have more than one car so that each partner can get to work. Let is not forget that most modern families in Canada are double income. Hyde Park road only has one bus line that runs once every half hour, certainly not a central artery of available linked public transit. Where will customers of the restaurant and businesses be able to park? Customers, residents and visitors will be parking their cars at Peavey Mart and the adjacent streets. This would be a burden on neighbors in the area.

3). The businesses on the lower floor have little to no space in front of their entryway. If COVID has demonstrated anything it is that businesses need easily accessible outdoor patio space. The proposed restaurant has a small patio space on the north side but certainly not large enough to have it be profitable if indoor dining is banned again. The small businesses in front facing Hyde Park road would only have a walkway. Certainly

no coffee shop or eatery would rent here without patio space. Businesses would have little to no flexible space in case another pandemic (and the associated restrictions) where to happen again.

I'm very disappointed in the lack patio and outdoor green space at the front of the proposed building.

Thanks for your time and consideration,
Joe Beukeboom

Thank you for the planning application information provided regarding the proposed development at 1503 Hyde Park Road. Further to the comments we provided to the developer's consultant for the June 7 and upcoming Nov. 25 virtual info sessions in writing, we would like to reiterate our concerns to the City of London Planning Department and Elected Officials.

We are supportive of the London Plan for the Hyde Park Mainstreet area, and the developers supporting information for the street facing facade, ground floor multi use spaces and the overall lot layout. We however do not support the developer's request to increase the building height from the current zoning (12 m to 27.5m), or 8 storeys from the London Plan supported range of 2 to 4 storeys. This is not consistent with the London Plan, or the scale of the existing and future surrounding land uses (i.e. the 12 story apartment building being further back near Coronation Dr., then the 3 story townhomes, then back up again for the proposed 8 storeys at street face, next to a 2-3 storey Peavy Mart building to the south and future 2-4 storey buildings as per the London Plan at street face to the north, and single family residential across the road to the west).

This development should be consistent with the London Plan and existing/future buildings including the proposed 4 storey building at the southwest corner of Hyde Park Rd. and South Carriage Rd which we support. The developer can still achieve the London Plan's increased density objective by proposing a larger building footprint with 4 storeys which is something we could support.

We would request delegation status at the public meeting to present area resident concerns with this application as a result.

John Haasen, PMP, CET
Senior Vice President,
Project Delivery Excellence, Canada

I am not so naive but to know that the developers will get what they want in this city. I would like to express in writing my concern with the hi-rise proposed for 1503 Hyde Park Road.

I have 4 concerns:

-excessive increased traffic in an already overused expressway corridor.

-excessive light/noise pollution and loss of privacy to the surrounding single family towns and townhomes that were previously accepted in this neighbourhood. Our home is across the street from this proposed building and despite our efforts to plant many trees, the ap't tenants will be looking down into our backyard.

- the new site access between the hi-rise parking and the Peavy store (#1 on the map) is an accident waiting to happen. The exit from this site should totally be from the back of the premises. With the highway style driving now experienced on the 4 lanes of Hyde Park, there will be death at that exit for sure. Have we not experienced enough death in Hyde Park the last couple of years?

-lastly, the proximity of the building to the street does not allow any room for error. We have had cars crash through the fence and into our backyard because of road ice many times since we have lived here.

One further comment. . . .the homeless! If we allow the developers to continue to build high end condos without any investment in our homeless population, we have failed as human beings. Twist their arms for some type of commitment to help solve this problem. They can afford to pitch in.

Sincerely,

Jun and Hazel Celestino
50 Dissing Cr

I am the owner of 1435 Hyde Park Road, the site immediately to the south of 1503 and have the following comments regarding their rezoning application. I would mention at the outset that I did not receive any notice of this application from the city, and in fact only recently learned about it from a third party. I am responding to it as quickly as reasonably possible.

While I am generally in favour of intensification of the area, and the concept of the proposed development, it appears as though several of the design features of the building have rendered the site unworkable on its own.

The on-site parking is unduly limited and the width of the building does not permit an access to Hyde Park Road.

It appears as if the applicant is proposing to use my access for its development. I have not agreed to this and have several objections. My property is leased on a long-term basis to a commercial tenant and I do not wish to interfere with that business by sharing the access with another property. Parking is also an issue because the shared access will lead customers to assume that both sites are under the same ownership, and will lead to vehicles being parked on my site (including overnight, given the residential use) that belong on the applicant's lands. There is no practical way to monitor and enforce this, in my experience. My site plan agreement references a proposal to agree with the owner of 1503 to share "internal driveways". There is no reference to sharing my access, and there are no terms or details as to what should go into our agreement. It is in effect an "agreement to agree", which has little practical worth.

Further, the land use thinking and policy for the area have changed significantly in the past 15 years. The applicant's use is much different from what was originally contemplated and merging the two sites may no longer make sense. 1503 has more frontage on Hyde Park Road than my site. There is no explanation as to why it cannot have its own direct access (at the north end of the site, which had been the de facto access for decades), except to observe that its proposed building has used the entire width of the property in order to maximize its commercial return, and in so doing requires access from a neighbour.

The owner has reached out to me in the past couple of weeks to work out a solution. This should have been done much sooner, but nevertheless I am interested in determining whether a redesigned joint access further to the north is possible. This would involve the drafting of a joint access agreement, determining costs, surveying, obtaining planning consent, consent from my tenant, other shareholders of my company, mortgagee, and other items. I don't know at this stage whether this can be achieved, but I am willing to investigate this in good faith with the owner of 1503 (Brigel Patel). Nevertheless, it should be noted that the rezoning proposal is necessarily connected with the building design and site plan, and I do not think the rezoning proceed until the crucial item of access is resolved.

I would request that the zoning decision be deferred until the owner of 1503 and myself

have determined whether or not a joint access agreement can be reached.

John Lean
Pres. Greenleaf Properties Limited

Agency/Departmental Comments

Site Plan

- The proposed outdoor common amenity space should be large enough to accommodate all units on site. There are concerns with the current size given the number of units. The previous concept site plan submitted and reviewed for SPC provided an adequate amenity space given the number of proposed units
- Landscape planting islands are required every 15 parking stalls in accordance with the Site Plan Control By-law
- Bicycle parking is to be provided for the retail/commercial uses in accordance with the Zoning By-law
- For the Commercial parking – 35 stalls are required with the rounding – the total proposed is 164 making them deficient by 1 space given the proposed parking rate of 1 space per 23m².
- One additional BF parking stall is required based on the proposed parking rates (1 + 3% = 6).
- The commercial bicycle parking is to be shown on the concept site plan (this can occur through the SPA process and is more-so a note at this point in time)
- As per the Site Plan Control By-law, a minimum of 1.5m is required between the laneway and any proposed parking

Urban Design

First Submission

- The applicant is commended for providing a site and building design that incorporates the following design features; provides a built form that establishes built edge along Hyde Park Road; includes active ground floor commercial/retail units with individual entrances facing the street; provides a pedestrian connection through the building that connects the walkway between Coronation Drive and Hyde park Road; provides for appropriate transition to single family homes towards east; and locating majority of the parking underground and internal to the site and away from the public street frontage.
- The site is fully located within the Hyde Park Community Plan Area and the Main Street Place Type. The London Plan contemplates the mixed-use apartment buildings within the Main Street Place Type and the form policies allow a maximum height of up to 4 storeys or 6 storeys with bonus.
- If the applicant can justify the requested change in heights for the proposal, please find below the improvements in the design, consistent with the previous staff and UDPRP comments to be considered in establishing appropriate zoning regulations (i.e. setbacks, public walkway connections) and as direction to the Site Plan authority.
 - Please provide a detailed response to the Urban Design Peer Review Panel that explains how the Panel comments have been addressed.
 - Include a 1-2m setback from the Hyde Park Road in order to avoid encroachment of building elements such as canopies, opening of doors, etc.
 - The setback of 1.2m along the Hyde Park Road for the first floor is acknowledged and ensure that no building elements encroach beyond property line.
 - Explore opportunities to further enhance the building facade to reduce the slab-like appearance of the building and the apparent length and bulkiness of the building along the street frontage by incorporating defined pedestrian street wall, setbacks and further vertical articulation including reliefs, changes to roof profiles, colour and material usage.

- Consider breaking up the apparent length of the building by incorporating vertical articulation elements that extends up from the ground.
- Provide an adequate setback of minimum 3m above the 4th or 5th Storey along the street frontage in order to provide for a more human-scale environment along the street.
- Further define a one- to two-storey high pedestrian streetwall through articulation, material application and differentiating these floor from those above to provide an intimate pedestrian scale along Hyde Park Road.
- Consider providing darker and visually heavier materials on the bottom lower floors and lighter ones on the top to minimize the apparent mass of upper stories. Also provide greater emphasis on the passageway and the lobby entrance by providing larger opening
- Provide enhanced articulation along the ground floor retail in terms of size of canopies, signage and space for patios to further animate the street edge.
- Provide enhanced articulation on North and South elevations by increasing the amount of the openings on the blank portions of the façade as it is highly visible from the North and South approaches of Hyde Park Road.
- Provide a primary entrance to the lobby on the street-facing elevation and differentiate this entrance from the individual units through an increased proportion of glazing and appropriately scaled building mass.
- Ensure that the proposed passageway is significant enough to be read as an important pedestrian linkage. It can be achieved by emphasizing the proposed passage way through increased size of the opening in terms of height and width, appropriately sized building mass, canopies or vertical articulation in terms of relief, material change etc. This articulation in massing could help define the location of principal/primary residential entrances from the street-facing frontage visible and distinguishable from other unit entrances.
 - Ensure that the passageway is wide enough, a minimum of 5m through the entirety of the building and accessible by the public at all times.
- Design the space between the building and the ROW so it is generally consistent with the design that has been implemented for other developments in the Hyde Park Community Plan Area.
 - Provide a main sidewalk along the curb edge with a 2m clearway between the curb and the start of planters. This should include a 0.25m exposed aggregate band on either side of a 1.5m concrete sidewalk.
 - Provide a secondary sidewalk along the face of the building.
 - Provide large planting beds for trees between both sidewalks with individual walkways to the ground floor entrances.
 - Ensure the planters are aligned parallel to the street with a 0.15m curb to clearly define the clearway. Include two trees per planter with other assorted low laying plantings.
- Incorporate a larger usable outdoor amenity space programmed along with the pedestrian laneway for the number of units proposed.
 - Remove some of the parking stalls towards South West of the proposed walkway to increase the outdoor amenity area.

Second and Third Submission

- Break down the massing and length of the upper levels of the building (more articulation, varying the setbacks, varying the heights or breaking it into 2 buildings or an L-shape to make it less long/massive along Hyde Park rd.
- Better streetscape presence in the design of the lower (1-3) floors and a sufficient step-back to create a human-scale environment. More material and articulation variation. Residential lobby on the street-facing façade that is differentiated from the commercial units
- Improved pedestrian circulation from the streets and around the buildings.

- Require that the primary entrance for the residential uses shall be designed and oriented towards Hyde Park Road and the following setbacks and step backs shall be implemented along all portions of the façade facing the front lot line:
 - Setback for 1st and 2nd storeys from the front lot line (min/max): 1.0 metres – 2 metres
 - Step back for the 3rd to 6th storeys (min): 2.0 metres plus the setback established for the 1st and 2nd storeys
 - Step back for the 7th and 8th storeys (min): 4.0 metres plus the setback established for the 1st and 2nd storeys

Urban Design Peer Review Panel (UDPRP)

- The Panel commends the design team for a clear, detailed and comprehensive narrative surrounding the design strategy of how the site layout, massing and form was composed.
- The Panel suggests the design team consider allocating additional space along the Hyde Park facade to outdoor patios and/or amenity areas, while offering a sense of relief in the length of the building. Incorporating additional signage, architectural awnings or canopies was suggested as a means to encourage the hospitality and retail elements of the space.
- The Panel recommends the design team explore opportunities to further enhance and/or upgrade the ground floor retail uses of the building through exaggerated canopies, additional signage and enhanced landscaping to make the space more inviting and user friendly. In addition, opportunities to incorporate retail uses throughout the corners of the building should also be considered as a means to bring more animation to the streetscape and activate the site.
- The Panel recommends additional vertical elements, or extending some of the existing vertical cuts to grade be incorporated into the building elevations to aid in reducing the slab like volume of the building.
- The Panel acknowledges the forethought and attention given to creating a pedestrian link through the building to connect to the new laneway and neighbourhood at the rear. To enhance the user experience and highlight the presence of this key pedestrian linkage, the Panel suggests the design team consider highlighting this connection with design elements such as an alternate building material, canopy, relief in the façade, or by increasing the size of the building opening.
- The Panel suggests the pedestrian link from the rear of the building to the new laneway be strengthened with enhanced landscaping and variation in paving materials to reinforce this pedestrian thoroughfare and make the connection through the building to Hyde Park Road more pronounced.
- The Panel recommends the design team consider opportunities to close or reduce the proposed 12m gap in the street wall created by the setback from the underground parking garage access.
- The Panel suggests the design team consider varying the roof profile, heights and changes in plane at the primary façade to enhance the building architecture.
- The Panel recommends articulating and/or enhancing the sidewalls of the building in a more interesting manner, potentially through alterations in height and/or materiality.
- The Panel recommends the design team further consider the relationships between building colour and composition. Provided the prominence of the darker material along the upper floors, combined with the lighter masonry base, it was suggested that this bold contrast maybe too strong and results in a top-heavy proportion. The Panel suggests the design team consider bringing the darker material to the ground at strategic points to anchor the building back into the site.
- The Panel commends the applicant for providing significant amenity space adjacent the new laneway while expressing concerns that the awkward siting may require detailed and creative landscape solutions to resolve successfully. The Panel recommends providing detailed program solutions to these design opportunities in future applications.

Transportation

First Submission

- Right-of-way dedication of 18.0 m from the centre line be required along Hyde Park Rd.
- Parking reduction justification study is required.
 - Bicycle parking incentive as outlined in Section-4.19 of the City's Zoning By-law only applies to non-residential uses. Based on this development can only receive an incentive of maximum 7 parking spaces (10% of total requirement for retail and restaurant), which leads to a total parking requirement of 217 spaces;
 - New parking requirement is 217 spaces and based on proposed, the deficiency is 53 parking spaces or 32.32%. Please update report reflecting new numbers.
 - Update Table-9 to identify how many parking spaces are proposed for each individual land uses and the rate of the proposal;
 - A review of Table-10 identifies that majority of surrogate sites are supported by parking reduction criteria that this site does not benefit from (eg. on-street parking availability, higher service transit areas, etc.). Further it's hard to determine if there is an existing conditions issues which the number of parking spaces which were apparently approved. Therefore a field survey would be required for these examples to be used to support reduced parking rates and more details on other supportive parking reduction criteria applies to each site (ie. proximity to transit etc). While the City of London does not currently have published Parking Utilization Study Guidelines, the Mississauga TOR for Parking Utilization studies for Site Specific Applications may be referenced.
 - Regarding the TIA, the City should continue to monitor Hyde Park @ Gainsborough intersection for signal optimization.
- Detailed comments regarding access design and location will be made through the site plan process.

Second Submission

- Note that the study should use ITE Mid rise code (221) only for parking reductions purposes only. The comparison between low, mid and high rise has a substantial difference in the number of studies (i.e. mid rise vs high rise) thus its differences in values, and it is not acceptable, an update in this item will be required with its respective rate (Mid rise). Note that the parking spots as per ITE are 170 average rate and 165 fitted curve, however we are using the City of London parking requirements (163 parking spots) for this application.
- There are 123 surface parking, therefore there must be 41 underground parking spots. An explanation about how surface parking will be managed for residential vs commercial/visitors will be required.
- Additionally, they need to confirm if the 99 long term bike facilities are secure to apply the 10% reduction plus a 2% incentive due to excess. Also they could easily get an additional 4% here with bike maps in lobby and one-pager travel info upon move-in.

Engineering

Hi Monica,

I've taken a look at the servicing report and can conclude my original comments more or less the same. I feel that the holding provision should remain until the following has been demonstrated by the applicant:

1. Sanitary Outlet
 - Provide a copy of the existing easement agreement with 1020, 1030, 1040 Coronation Drive
 - Provide a design sheet of the as-built sewers through these properties demonstrating there is sufficient capacity to convey flow from all 4 properties.

2. Storm Outlet

- Confirmation on how the site will be serviced by storm sewer. It was noted in previous correspondence that the applicant work with the owners of 1018 Gainsborough Rd to determine a servicing strategy as the rear access lane will serve a servicing corridor for this property.

If there are questions from the applicant, please let me know. Again, I do not have sufficient information to waive the holding provision at this time.

Wastewater

- The applicant is requesting a density of 150units/ha for the subject site that is approximately 1ha in size, creating an equivalent population of about 240 people. Accepted area plans have accounted for this density and capacity is not a concern.
- There are currently storm and sanitary stubs provided at the SE corner of the subject lands. However, there are ongoing discussions regarding the servicing strategy of the properties on Gainsborough Road, and the fate/need for the Rear Access Lane that would be along the east edge of the property. Should a municipal storm sewer and sanitary sewer be routed down this rear private access lane to service the Gainsborough Rd. properties, combined services easements would be required/should be confirmed to be in place with Geomatics. As part of this potential sewer routing and future potential installation, SED would like to see service connections to these new sewers in the Rear Access Lane and the existing services be terminated at the west property limit of 1040 Coronation Dr.
- Although an outlet for the site currently exists, a holding provision is recommended until an overall servicing strategy for adjacent properties has been approved. It is advised the applicant contact the owners of 1018 Gainsborough (Bluestone) to coordinate design and construction for servicing through the rear access lane.

Stormwater

Site Specific Comments

- As per record drawing (29548), the site at C=0.75 is tributary to the existing storm sewer on Coronation Drive/South Carriage Rd. The applicant should be aware that any future changes to the C-value will require the applicant to demonstrate sufficient capacity in this pipe and downstream systems to service the proposed development as well as provide on-site SWM controls. On-site SWM controls design should include, but not be limited to required storage volume calculations, flow restrictor sizing, bioswales, etc.
- Stormwater servicing for this site shall be consistent with the strategy developed through the West Coronation Subdivision (39T-13505), the Functional SWM Servicing Report prepared by MTE, and shall have regard for the previously approved site plans for 1040 & 1030 Coronation Drive.
- The proposed land use of medium density residential/commercial will trigger the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010. A standalone Operation and Maintenance manual document for the proposed SWM system is to be included as part of the system design and submitted to the City for review.
- The number of proposed parking spaces exceeds 29, the owner shall be required to have a consulting Professional Engineer confirming how the water quality will be addressed to the standards of the Ministry of the Environment, Conservation and Parks (MECP) with a minimum of 80% TSS removal to the satisfaction of the City Engineer. Applicable options are outlined in the Stormwater Design Specifications & Requirements Manual.
- Any proposed LID solutions should be supported by a Geotechnical Report and/or a Hydrogeological Assessment report prepared with a focus on the type(s) of soil present at the Site, measured infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high groundwater elevation. Please note that

the installation of monitoring wells and data loggers may be required to properly evaluate seasonal groundwater fluctuations. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution. All LID proposals are to be in accordance with Section 6 Stormwater Management of the Design Specifications & Requirements manual.

- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
- Additional SWM related comments will be provided upon future review of this site.

General comments for sites within Stanton Drain Subwatershed

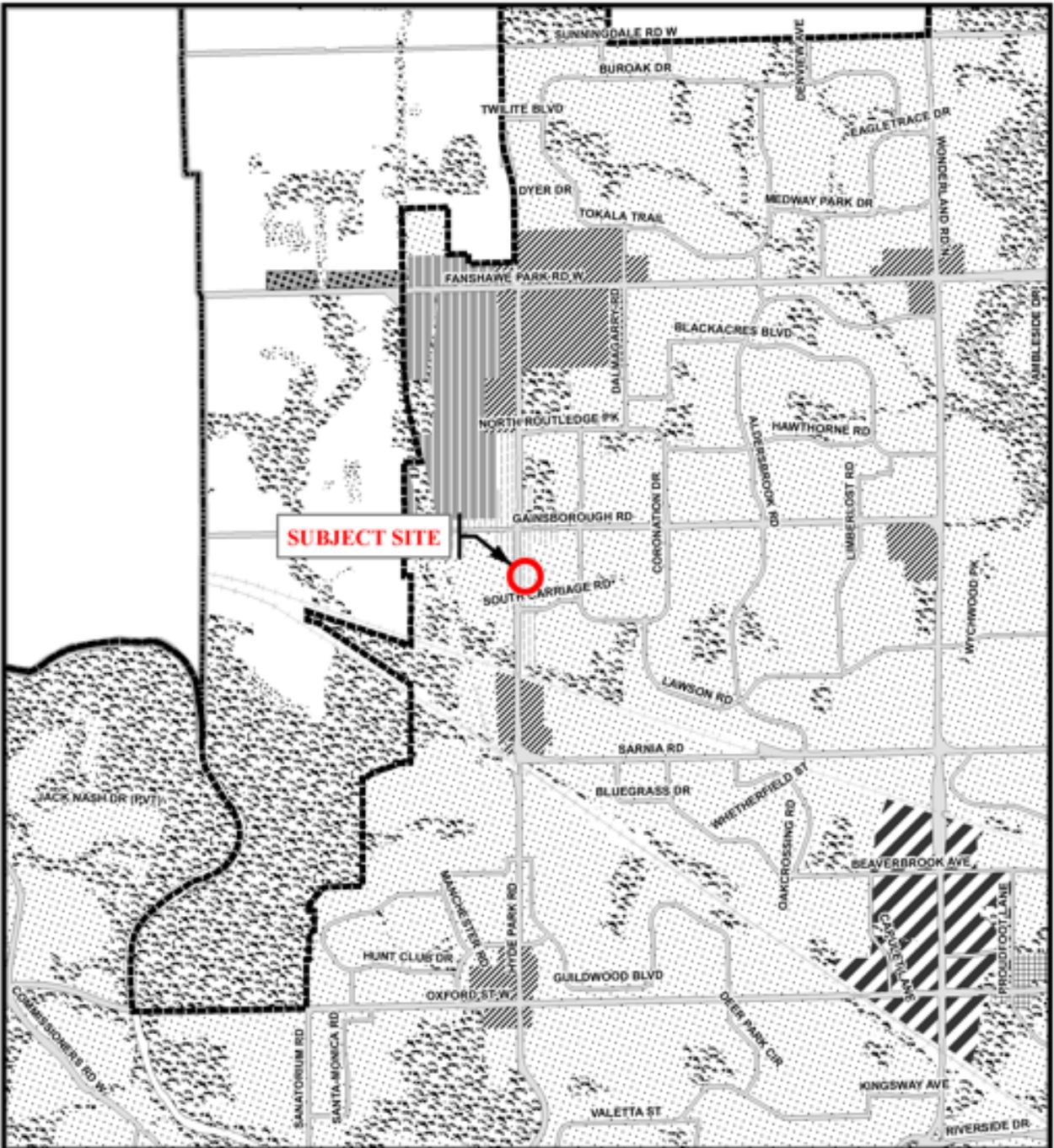
- The subject lands are located in the Stanton Drain Subwatershed. The Owner shall provide a Storm/Drainage Servicing Report demonstrating compliance with the SWM criteria and environmental targets identified in the Subwatershed Study that may include but not be limited to, quantity/quality control (80% TSS), erosion, stream morphology, etc.
- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely conveys up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP (formerly MOECC) standards and requirements, all to the specification and satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.

Water

- Water to service this site is available from the 450mm municipal watermain on the west side of Hyde Park Road.
- No connections are permitted to the 900mm watermain on Hyde Park Road.
- There is a 300mm watermain on this property servicing the property to the rear (1040 Coronation Drive). With or without any further use of this main to service this site, it must be addressed in such a fashion as to ensure that a regulated drinking water system is not created.

Appendix C – Relevant Background

Additional Maps



Legend

Downtown	Future Community Growth	Environmental Review
Transit Village	Heavy Industrial	Farmland
Shopping Area	Light Industrial	Rural Neighbourhood
Rapid Transit Corridor	Future Industrial Growth	Waste Management Resource Recovery Area
Urban Corridor	Commercial Industrial	Urban Growth Boundary
Main Street	Institutional	
Neighbourhood	Green Space	

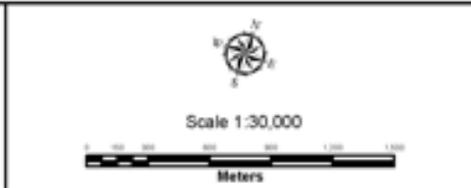
This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

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LONDON PLAN MAP 1
- PLACE TYPES -

PREPARED BY: Planning Services



File Number: 39CD-19518/OZ-9161

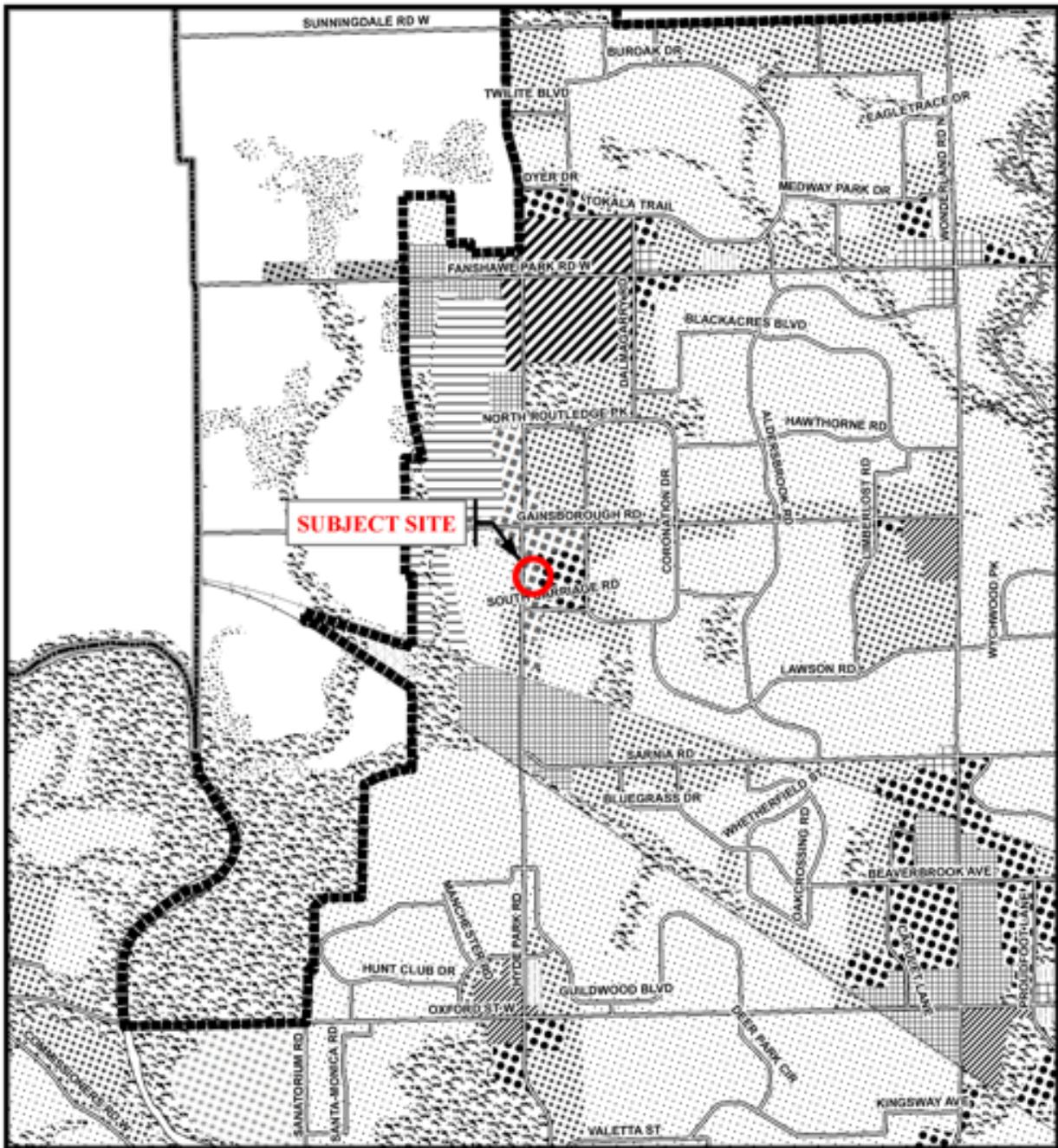
Planner: SM

Technician: RC

Date: April 19, 2022

Project Location: E:\Planning\Projects\ip_officialplan\work\consolid00\excerpts_LondonPlan\mxd\Z-9425-Map1-PlaceTypes.mxd

London Plan Designation – Map 1 – Place Types

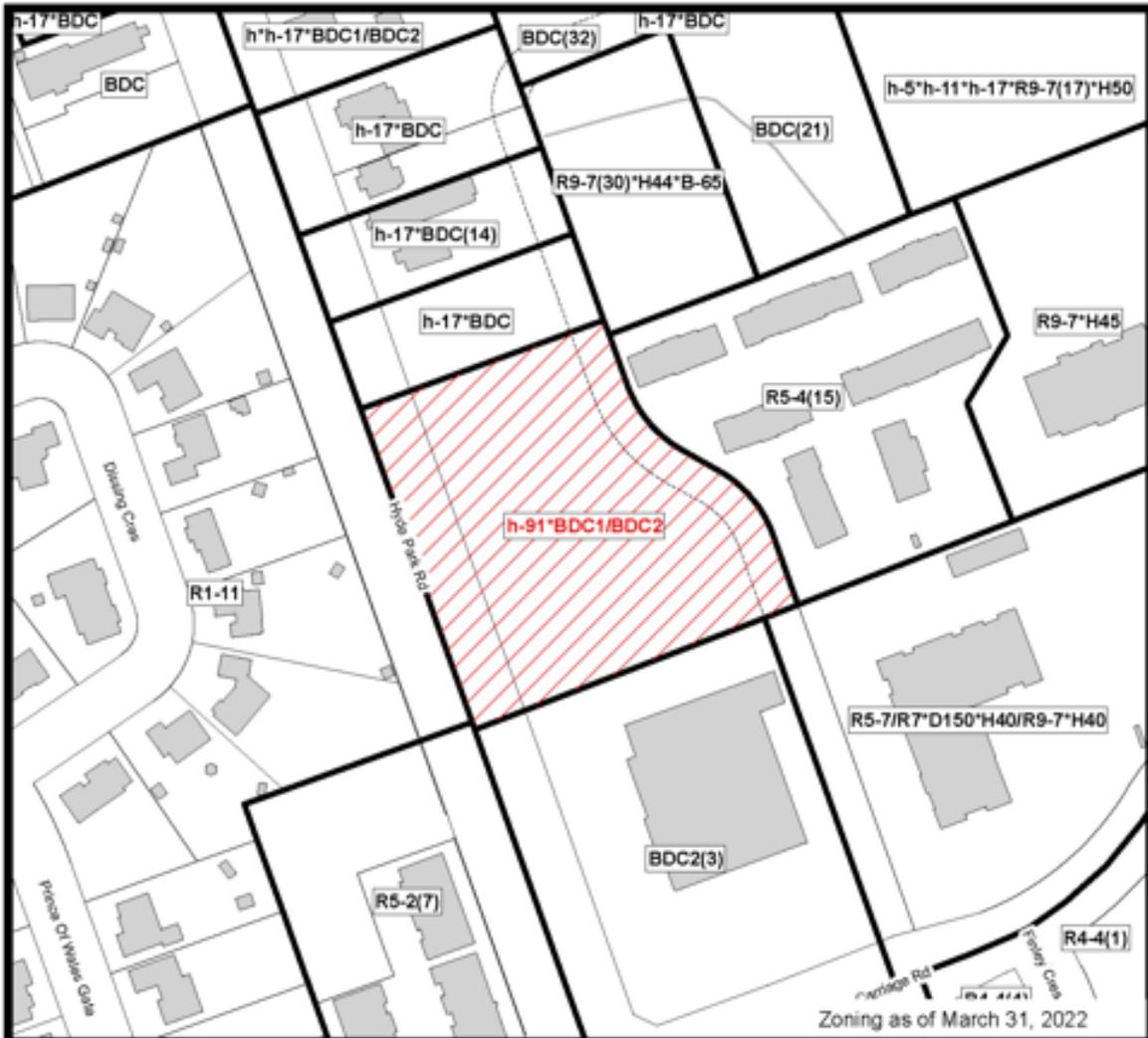


Legend		
Downtown	Multi-Family, Medium Density Residential	Office Business Park
Wonderland Road Community Enterprise Corridor	Low Density Residential	General Industrial
Enclosed Regional Commercial Node	Office Area	Light Industrial
New Format Regional Commercial Node	Office/Residential	Commercial Industrial
Community Commercial Node	Regional Facility	Transitional Industrial
Neighbourhood Commercial Node	Community Facility	Rural Settlement
Main Street Commercial Corridor	Open Space	Environmental Review
Auto-Oriented Commercial Corridor	Urban Reserve - Community Growth	Agriculture
Multi-Family, High Density Residential	Urban Reserve - Industrial Growth	Urban Growth Boundary

<p>CITY OF LONDON</p> <p>Planning Services / Development Services</p> <p>OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p><small>PREPARED BY: Graphics and Information Services</small></p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: Z-9425</p> <p>PLANNER: AS</p> <p>TECHNICIAN: RC</p> <p>DATE: 2022/04/25</p>
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1989 Official Plan – Schedule A – Land Use



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

1) **LEGEND FOR ZONING BY-LAW Z-1**

- | | |
|--|---|
| <ul style="list-style-type: none"> R1 - SINGLE DETACHED DWELLINGS R2 - SINGLE AND TWO UNIT DWELLINGS R3 - SINGLE TO FOUR UNIT DWELLINGS R4 - STREET TOWNHOUSE R5 - CLUSTER TOWNHOUSE R6 - CLUSTER HOUSING ALL FORMS R7 - SENIOR'S HOUSING R8 - MEDIUM DENSITY/LOW RISE APTS. R9 - MEDIUM TO HIGH DENSITY APTS. R10 - HIGH DENSITY APARTMENTS R11 - LODGING HOUSE
 DA - DOWNTOWN AREA RSA - REGIONAL SHOPPING AREA CSA - COMMUNITY SHOPPING AREA NSA - NEIGHBOURHOOD SHOPPING AREA BDC - BUSINESS DISTRICT COMMERCIAL AC - ARTERIAL COMMERCIAL HS - HIGHWAY SERVICE COMMERCIAL RSC - RESTRICTED SERVICE COMMERCIAL CC - CONVENIENCE COMMERCIAL SS - AUTOMOBILE SERVICE STATION ASA - ASSOCIATED SHOPPING AREA COMMERCIAL
 OR - OFFICE/RESIDENTIAL OC - OFFICE CONVERSION RO - RESTRICTED OFFICE OF - OFFICE | <ul style="list-style-type: none"> RF - REGIONAL FACILITY CF - COMMUNITY FACILITY NF - NEIGHBOURHOOD FACILITY HER - HERITAGE DC - DAY CARE
 OS - OPEN SPACE CR - COMMERCIAL RECREATION ER - ENVIRONMENTAL REVIEW
 OB - OFFICE BUSINESS PARK LI - LIGHT INDUSTRIAL GI - GENERAL INDUSTRIAL HI - HEAVY INDUSTRIAL EX - RESOURCE EXTRACTIVE UR - URBAN RESERVE
 AG - AGRICULTURAL AGC - AGRICULTURAL COMMERCIAL RRC - RURAL SETTLEMENT COMMERCIAL TGS - TEMPORARY GARDEN SUITE RT - RAIL TRANSPORTATION
 "H" - HOLDING SYMBOL "D" - DENSITY SYMBOL "H" - HEIGHT SYMBOL "B" - BONUS SYMBOL "T" - TEMPORARY USE SYMBOL |
|--|---|

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ZONING BY-LAW NO. Z-1 SCHEDULE A



THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS

FILE NO:
Z-9425 AS

MAP PREPARED:
2022/04/25 rc

1:2,000

0 10 20 40 60 80 Meters



Zoning By-law Z.-1 – Zoning Excerpt